

In Memoriam
Beloved Bike Activist Alexander Zuckermann Mourned



The Bay Area bicycle community lost one of its most passionate activists when Alexander Zuckermann passed away on August 5 at the age of 86. Born in Berlin in 1921, Zuckermann came to the United States in 1938, migrating to the Bay Area, where he earned a master's degree in city planning from U.C. Berkeley and worked for the city of Oakland as a city planner. He combined a love of recreational bicycling with his planning expertise to earn access for bicyclists to various modes of public transit, including BART and AC Transit, and helped advocate for bike paths around Lake Merritt and along the new East Span of the San Francisco-Oakland Bay Bridge (now under construction). He founded the East Bay Bicycle Coalition in

1972 and co-founded the Regional Bicycle Advocacy Coalition in 1985, which morphed into the influential Bay Area Bicycle Coalition. Zuckermann also was a member of MTC's Advisory Council and received an award from MTC in 1991 "for two decades of dedication to bicycle transportation issues." In addition, he received a Golden Wheel Award from the San Francisco Bicycle Coalition in 2004. "Alex was great to work with



The Alexander Zuckermann Bicycle-Pedestrian Path will run along the southern edge of the new Bay Bridge East Span, which is now under construction.

Innovations
Kiosk Greet Riders at Embarcadero BART/Muni Station

It gleams like a bright and inviting oasis in the underground maze of the Embarcadero BART/Muni station in downtown San Francisco.



The InTransit kiosk is located at the mezzanine level of the Embarcadero BART/Muni station, and is open from 7 am to 7 pm weekdays. Stop by this fall and we'll thank you with a free 511 pin while supplies last.

The new "InTransit" kiosk beckons to commuters with large video displays dispensing transit departure times (similar to airport arrival

and departure screens). Interspersed with the schedule information are vivid electronic public service announcements alerting riders to transit promotions and MTC's growing suite of traveler services.

The on-screen information is backed up by knowledgeable and friendly staff who dispense personalized transit tips free of charge and sell Muni passes and FasTrak* toll tags (with TransLink* fare cards coming soon). Travelers also can pick up free transit brochures and schedules, and buy magazines and newspapers.

A joint project of MTC, the 511 program, BART, San Francisco Muni and the San Francisco Chronicle, the stand is the first of what MTC hopes will be a network of kiosks at key transit hubs around the region.

— Brenda Kahn

In the News
Bay Area Scores Urban Partnership Grant

The U.S. Department of Transportation (DOT) has designated the San Francisco Bay Area as an Urban Partner, pledging \$158.7 million in federal funds to implement and expand innovative traffic-relief programs in the region, the second most congested in the country. Plans for spending the grant money were highlighted in October when DOT Secretary Mary E. Peters traveled to San Francisco for an inspection tour.

Peters was particularly impressed with San Francisco's plans for a new parking system that will charge varying rates according to the time of day and parking availability, and that will allow drivers to scout out a free space from their desktop or PDA before hitting the streets. "Frustration ebbs and traffic flows when you implement this type of technology," she said. Innovations in how drivers pay for parking also are in store. "No quarters, no problem," Peters said. "Drivers will be able to pay with their credit and their debit cards or their smart-trip cards [like the MTC-sponsored TransLink* card], or even text in a payment with their cell phones."

High-tech parking is just one piece of the "San Francisco Bay Area Accelerate" proposal submit-



An expressway on stilts that is an extension of the Golden Gate Bridge, Doyle Drive is in line for a makeover — and variable pricing.

— Brenda Kahn



U.S. Transportation Secretary Mary Peters announces the results of the Urban Partnership grant competition.

ted by MTC and partner agencies for the federal grant. Another key element is the Doyle Drive Value Pricing Program, which calls for using variable tolls to manage congestion on Doyle Drive, the elevated access road connecting the Golden Gate Bridge to downtown San Francisco. The grant funds and tolls also will help pay for the aging facility's replacement with a modern, earthquake-safe parkway. The fees would be collected electronically via FasTrak*, using overhead sensors rather than a separate toll plaza.

Related "Accelerate" elements include expansion of SFgo, the city's real-time traffic information and management system to smooth traffic flows, provide transit priority at signals and manage traffic incidents; and enhancements to ferry service between Marin County and San Francisco. The package also calls for expansion of MTC's 511 real-time traveler information systems and development of an online, multimodal trip planner.

The Bay Area grant is conditional upon securing authorization from the California Legislature to implement a congestion toll on Doyle Drive.

"This Urban Partnership award from U.S. DOT clearly recognizes the Bay Area's national leadership in promoting transit, technology and tolling," said MTC Executive Director Steve Heminger.

The Bay Area is one of five areas around the country to benefit from the federal grants.

Transactions

OCTOBER/NOVEMBER 2007

TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



Innovations

TransLink® Ready
For Prime Time



It's been a number of months since TransLink® cards were distributed to loyal AC Transit and Golden Gate Transit and Ferry riders for the card's "pre-launch" break-in phase. The goal was to have a limited group of riders help work out any kinks in the system. But word spread and others started requesting the card: By July 2007, 5,500 commuters were paying fares with TransLink®.

These numbers will surge now that TransLink® — the reloadable smart card that's more convenient than cash, tickets or passes — is widely available to AC Transit and Golden Gate riders, and MTC and its partners are launching a marketing campaign.

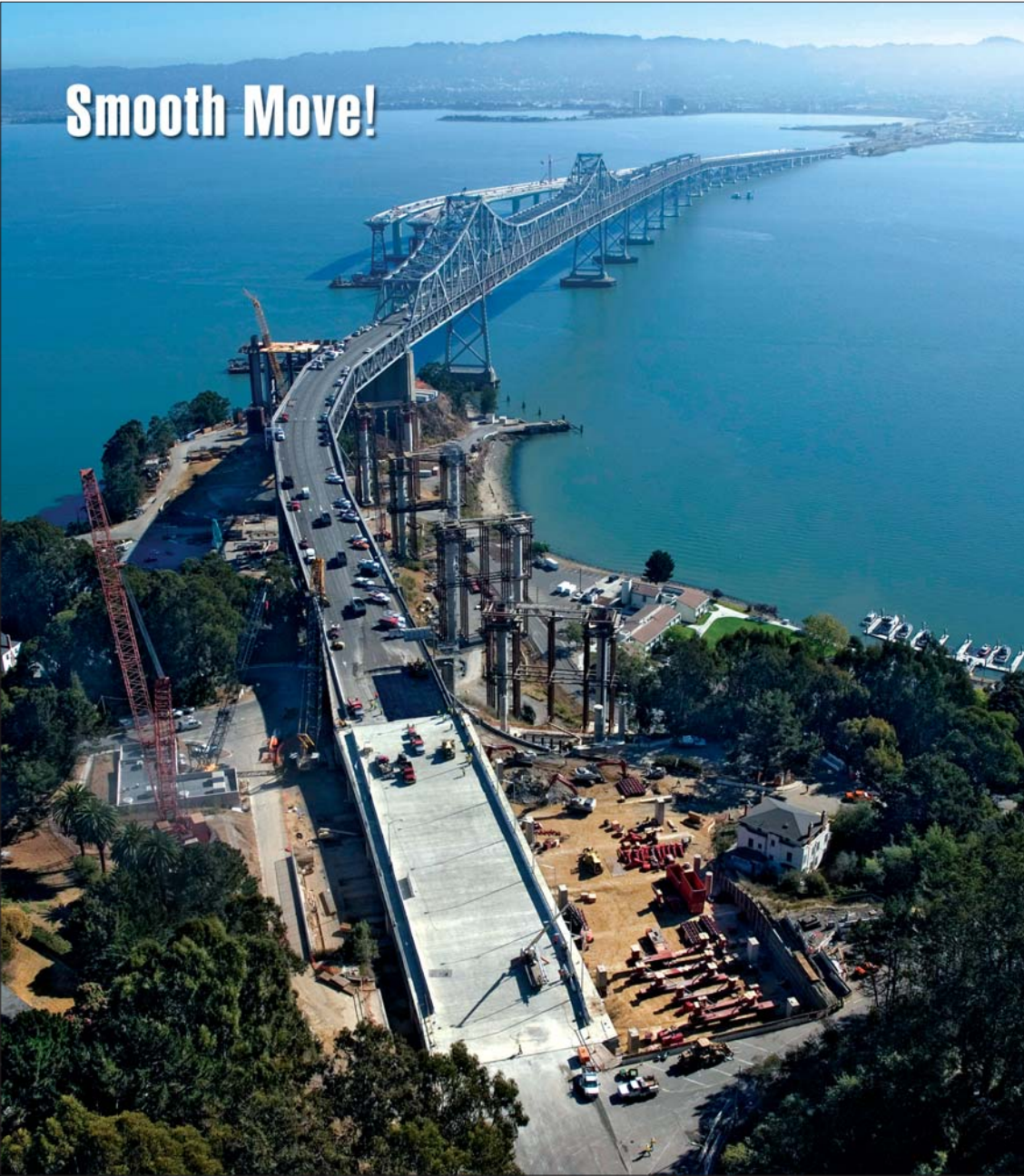
TransLink® automatically deducts the correct fare for each trip, checking first to see if a card has a valid pass or transfer. Benefits include faster boarding, automatic reloading, and card and value replacement if it's lost or stolen.

Users can save money, too. Golden Gate Transit and Ferry always gives bus riders 20 percent and ferry riders 37 to 46 percent off cash fares with TransLink®. And through January 31, 2008, AC Transit is offering introductory discounts for TransLink® users: 25 cents off adult cash fares, \$5 off a local adult 31-day pass and \$10 off a transbay adult 31-day pass.

TransLink® will go truly regional in spring 2008, when the card is introduced on BART, Caltrain and San Francisco Muni.

— Lysa Hale

To learn more about TransLink® or order a card, visit <www.translink.org>, or call the TransLink® Customer Service Center at 877.878.8883.



Shown here is an aerial view of the East Span of the San Francisco-Oakland Bay Bridge on Labor Day morning, with the replacement deck piece newly installed. The new segment is making the current bridge safer, and is destined to become a key link in the new East Span that is now under construction (visible in the photo to the left of the existing East Span). View a time-lapse video of the Labor Day weekend operation at <www.mtc.ca.gov/news/video.htm>.

Massive New Bay Bridge Deck Segment Slides Into Place With Ease
TRICKY LABOR DAY WEEKEND OPERATION RACES TO AN EARLY FINISH, WITH 11 HOURS TO SPARE

So smooth, it was like sliding in a drawer. That's how one local news organization described the delicate process of rolling in a new 6,500-ton segment of the upper deck of the San Francisco-Oakland Bay Bridge over Labor Day weekend. The operation also was remarkably fast, with the installation taking a little under three hours, about half the time originally predicted.

In fact, nearly every aspect of the complex retrofit-by-replacement just to the east of the Yerba Buena Island Tunnel was so well-orchestrated that Caltrans and the Bay Area Toll Authority (BATA) were able to shave 11 hours off the schedule, and reopen the bridge to traffic at 6 p.m. on Labor Day proper — far ahead of the original deadline of 5 a.m. on Tuesday.

There were many heroes helping to deliver the tricky project,



C.C. Myers has become a legend in his own time for his ability to deliver mega construction projects within tight time windows.

not the least of which were the 250 or so intrepid construction workers, truck drivers and big-equipment operators who toiled around the clock over the three-day weekend. Then there's the man presiding over it all, C.C. Myers, the larger-than-life figure who heads the construction firm that bears his name.

"We're risk takers, but we always make our schedules," said a confident Myers on Saturday afternoon, no doubt referring to his firm's near-miraculous performance in speedily rebuilding a key element of the fire-damaged MacArthur Maze in Oakland this past May. Behind him, crews worked at a fast clip with giant mechanical claws and equally large jackhammers to demolish the old deck section and haul away the massive chunks of rebar-and-concrete debris. The



Massive claws and jackhammers ate away at the upper deck around the clock, excavating a 350-foot hole.

challenging task required precision aim to avoid damaging the new deck columns standing just a few feet away from the old deck.

Kudos also are due to the Cal-

Continued on inside spread

Calendar

Unless indicated otherwise, all meetings take place at: Metropolitan Transportation Commission Joseph P. Bort MetroCenter Lawrence D. Dahms Auditorium 101 Eighth Street, Oakland (Across from the Lake Merritt BART station)

FRIDAY
NOVEMBER 9, 2007

9:30 am Planning Committee*
9:45 am Operations Committee*
10:15 am Legislation Committee*

TUESDAY
NOVEMBER 13, 2007

3:30 pm Minority Citizens Advisory Committee

WEDNESDAY
NOVEMBER 14, 2007

9:30 am Bay Area Toll Authority Oversight Committee*
9:45 am Administration Committee*
10:15 am Programming & Allocations Committee*
12:30 pm MTC Advisory Council

FRIDAY
NOVEMBER 16, 2007

10 am ABAG/BAQMD/BCDC/MTC Joint Policy Committee*

MONDAY
NOVEMBER 19, 2007

1:30 pm Partnership Technical Advisory Committee
2 pm TransLink® Operating Group AC Transit, 10th Floor Conference Room 1600 Franklin Street, Oakland

MONDAY
NOVEMBER 26, 2007

2 pm TransLink® Management Group AC Transit, 10th Floor Conference Room 1600 Franklin Street, Oakland

WEDNESDAY
NOVEMBER 28, 2007

10 am Bay Area Toll Authority*
10:05 am Metropolitan Transportation Commission*

FRIDAY
NOVEMBER 30, 2007

10 am Bay Area Partnership Board*

* Webcast on <www.mtc.ca.gov>.

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.817.5757. Agendas, updated meeting schedules and meeting packets are posted on MTC's Web site: <www.mtc.ca.gov>.

Workshops

TRANSPORTATION
2035
CHANGE IN MOTION

The Dialogue Continues

Join a facilitated discussion with MTC as we prepare a major update to the Bay Area's long-range transportation plan, an effort known as Transportation 2035.

WEDNESDAY
NOVEMBER 14, 2007

5 pm to 7 pm Centre Concord 5298 Daylawn Road, Concord

THURSDAY
NOVEMBER 15, 2007

5 pm to 7 pm Martin Luther King Jr. Library Rooms 225/229 150 East San Fernando Street, San Jose

MONDAY
NOVEMBER 19, 2007

6 pm to 8 pm San Rafael Community Center 618 B Street, San Rafael

Space is limited; RSVP via e-mail to <info@mtc.ca.gov> or via phone to 510.817.5757. Be sure to leave your name, address, contact phone number and e-mail, and let us know which workshop you plan to attend.

Commissioners

Bill Dodd, Chair Napa County and Cities
Scott Haggerty, Vice Chair Alameda County
Tom Ammiano City and County of San Francisco
Tom Azumbrado U.S. Department of Housing and Urban Development
Tom Bates Cities of Alameda County
Bob Blanchard Sonoma County and Cities
Dean J. Chu Cities of Santa Clara County
Dave Cortese Association of Bay Area Governments
Dorene M. Giacomini U.S. Department of Transportation
Federal D. Glover Contra Costa County
Anne W. Halsted San Francisco Bay Conservation and Development Commission
Steve Kinsey Marin County and Cities
Sue Lempert Cities of San Mateo County
Jon Rubin San Francisco Mayor's Appointee
Bijan Sartipi State Business, Transportation and Housing Agency
James P. Spering Solano County and Cities
Adrienne J. Tisler San Mateo County
Amy Worth Cities of Contra Costa County
Ken Yeager Santa Clara County

Transactions
OCTOBER/NOVEMBER 2007

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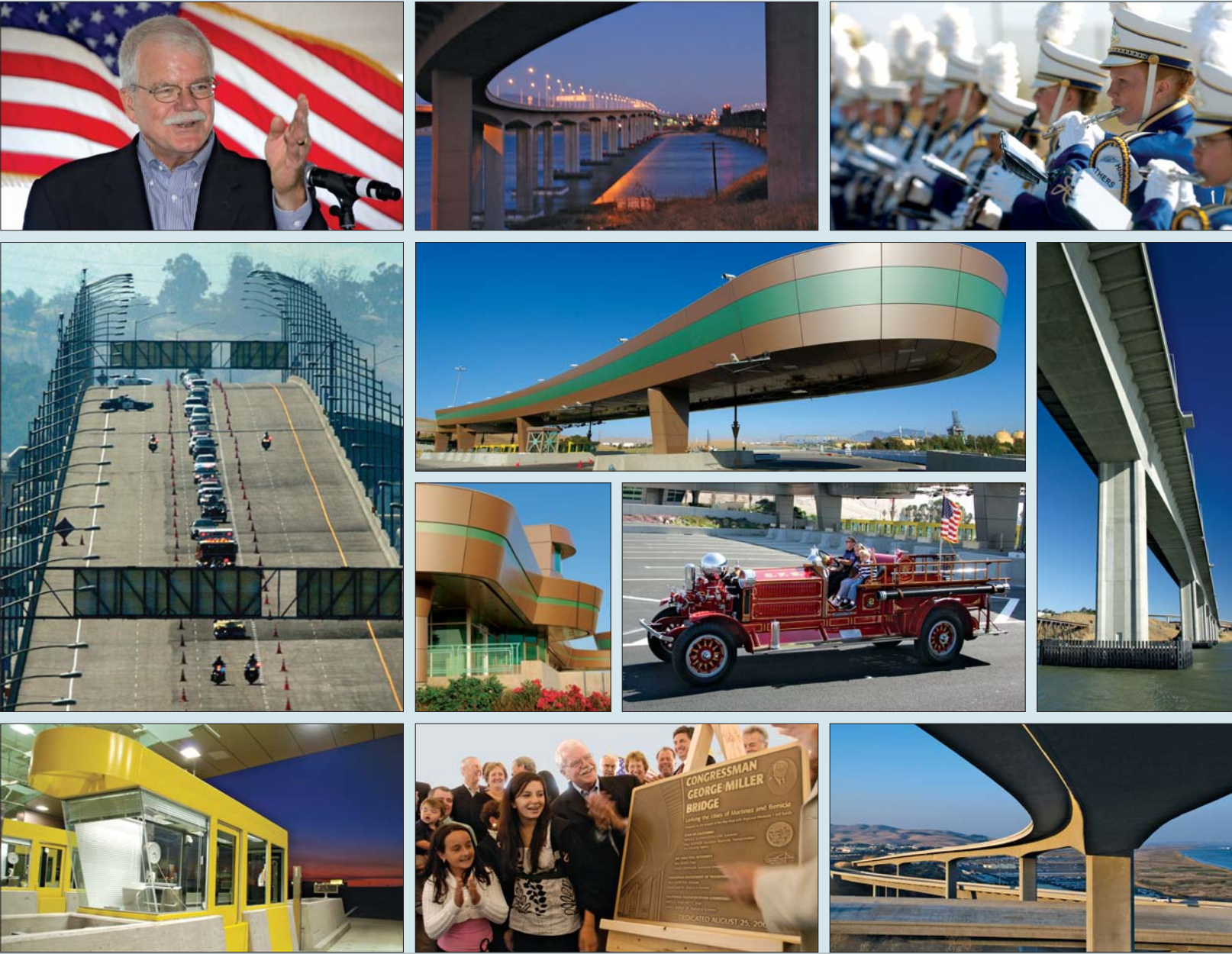
Special Focus

Sleek and Sturdy:
New Benicia-Martinez
Span Opens to Traffic

Hundreds of celebrants gathered in the historic towns of Benicia and Martinez early on a Saturday morning in late August to welcome the latest addition to the San Francisco Bay Area's necklace of bridges: the new span of the Benicia-Martinez Bridge. The Congressman George Miller Bridge, as the new structure has been named by the state Legislature, stands just to the east of the original Benicia-Martinez Bridge, and is designed to significantly increase the capacity of this crossing over the Carquinez Strait.

The highlight of the event was a festive inaugural ride that launched from Martinez, with Congressman Miller in the lead. "This span is much more than concrete and steel," said Miller. "It is a tribute to our engineers, skilled labor force and civic leaders who worked through challenging obstacles to see it to completion. It is a tribute to our communities that have supported the concept and to our residents who have paid for it. It is also a symbol of the growth of our region and the health of our economy."

Technical Glitches Inspire Creative Solutions
With its sleek, curved sweep of concrete, the new span may look simple to build compared to its more ornate counterparts around the Bay. But the structure represents a triumph over technical and environmental hurdles that doubled the initial construction schedule along with project costs, and inspired Caltrans and the construction company's engineers to come up with creative solutions.



Handsome and High Tech: New
Toll Plaza Makes a Statement

From some vantage points, it resembles the Starship Enterprise, a grand circular presence hovering at the southern edge of the new Benicia-Martinez Bridge span. From others, it looks more like one of the conventional ships that ply the waters of the Carquinez Strait below. Retro and futuristic at the same time, the new toll plaza at the Benicia-Martinez Bridge stands as an iconic gateway at the intersection of Solano and Contra Costa counties. Caltrans Senior Architect David Stow said his design team took their cues from the setting and the environment. "The shape was drawn from the softness of the undulating hills, and the way the river touches the land, gently carving coves," he said. Meanwhile, the canopy floating over the 11 toll lanes is "battered," meaning it slopes in. "When you're looking up at the canopy, it gives you the feeling of the bow of a large vessel," Stow said. Both the toll plaza and the equally curvy administration building that intersects with it are clad in aluminum panels that alternate between tones of green and copper — reflecting the golden hues of the summer hillsides and the lush winter landscape along the strait. — Brenda Kahn

Photo Key

1	2	3	4
	5	6	7
8	9	10	11 12
13	14	15	16 17 18

Photo Album: A Span Is Born — And Christened
Photos 1, 2, 5 & 17: Congressman George Miller, after whom the new span is named, keynoted the opening celebration and led the inaugural ride.
Photos 4, 12 & 13: Vintage vehicles and a student marching band and color guard set a festive tone for the celebration.
Photos 3, 7, 9, 15 & 18: The new span's simple, elegant lines belie the engineering complexities that slowed construction and increased costs.
Photos 6, 10, 11, 14 & 16: The new toll plaza is as high-tech as it looks.

deep roots in the area, and the older bridge is named for his father, the late George Miller Jr., who represented Contra Costa County in the state Assembly from 1947 to 1948, and in the state Senate from 1949 until his death in 1969.

Twin Spans Honor Father-Son Lawmaker Pair
It was partly his role in troubleshooting the technical and environmental glitches surrounding the bridge's construction that earned Miller the recognition of his fellow legislators. But there were other factors at play as well: Miller has

span and overseeing construction. "Nowhere else in California, and perhaps nowhere in the world, are there two major bridges, side by side, named for a father and son." Designated as a "lifeline structure" due to its strategic location with easy access to nearby Travis Air Force Base, the new span is built to withstand a maximum credible earthquake. Not surprisingly, the increase in capacity has had a positive effect on traffic. "The previous delays that could stretch back to Highway 4

almost instantly disappeared with the opening of the new bridge," said veteran Bay Area traffic reporter Stan Burford (with KGO Newstalk AM 810). Bay Area voters agreed to pay for the New Benicia-Martinez Bridge Project in 1988 when they passed the MTC-sponsored Regional Measure 1, which raised tolls in order to fund a package of critical bridge expansion and rehabilitation projects. MTC oversees delivery of the projects in its role as the Bay Area Toll Authority.

equipped with FasTrak® electronic toll tags to pass through at highway speeds (other lanes accept both cash or FasTrak®). A first for the Bay Area, these "FasTrak® Express" lanes increase vehicle throughput by 50 percent above a regular electronic toll lane. As is the case with FasTrak® electronic toll collection at all of the region's bridges, overhead antennae read toll tags and a computer system automatically deducts tolls from motorists' pre-paid accounts. — Brenda Kahn

New Bay Bridge Deck Segment

trans public information staff, who did their utmost to alert travelers up and down the state about the bridge closure well in advance of the Labor Day weekend, and to the transit operators that beefed up service, particularly the ferry systems and BART. With funding help from BATA and Caltrans, BART took the unusual step of offering all-night service to 14 stations, reporting record ridership over the weekend. Golden Gate Ferry reported a 55 percent increase in ridership compared to the 2006 Labor Day weekend. While there were some highway bottlenecks here and there, the doomsday scenario of regional gridlock never materialized. By late Sunday evening, crews had carved a neat, football-field-sized hole out of the upper deck, and had laid rails across the lower deck. Just after midnight, the new steel rebar-and-concrete slab, which had been built over a period of several months to the south of the existing deck, started to roll with a slim margin of a mere three inches on each side.

"The new viaduct to the tunnel improves the seismic safety of the current bridge, and eventually will hook up to the new East Span that's under construction to the north of the existing bridge," said Andrew Premier, deputy director for BATA, which is staffed by MTC. Taking advantage of the extended bridge closure, BATA and Caltrans staff used the holiday weekend to reconfigure the toll plaza, adding

a peak-hour FasTrak®-only lane (for a total of eight) and extending striping so as to separate cash payers from those paying their tolls electronically a full 2,600 feet back from the toll plaza, more than four

times longer than the previous approach. Newly installed signage also will help guide drivers to the correct lane, and reduce weaving. At 2 p.m. on Labor Day (Monday), Caltrans and BATA held a

press conference where they made a dramatic announcement: Instead of requiring the full 81 hours allotted for the job, the bridge would open by 6 p.m. that day, some 70 hours from the start of construction (8 p.m. the prior Friday). With the announcement, the few glitches that had threatened the operation, from a shortage of trucks to haul away debris, to tougher-than-expected rebar that

slowed the initial demolition, faded into distant memory. "It was an amazing accomplishment," said Caltrans Director Will Kempton, thanking everyone from the construction, demolition, trucking and crane workers to Caltrans' partners on the Toll Bridge Program Oversight Committee, namely BATA and the California Transportation Commission. — Brenda Kahn



Photo Key

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	

Labor Day Weekend Photo Album
There were many dramatic moments in the 70-hour race to replace a key chunk of the upper deck of the San Francisco-Oakland Bay Bridge. Some of the photos speak for themselves, capturing the joint efforts of workers and equipment to demolish the football-field-sized deck segment and carefully roll in the replacement. Others bear some explanation:
Photo 7: While earsplitting demolition was under way on Yerba Buena Island, life went on at the adjacent Treasure Island, where several weddings took place over Labor Day weekend (with Caltrans granting special West Span access to the wedding parties).
Photos 13 & 16: Monster hydraulic jacks raised the 6,500-ton pre-built deck segment onto the rails.
Photo 11: The eerily empty West Span of the Bay Bridge made for a beautiful early-evening scene.
Photo 10: At a press conference the afternoon of Labor Day proper, Caltrans Director Will Kempton made the surprise announcement that the Bay Bridge would reopen 11 hours ahead of schedule.
Photos 5 & 17: Taking advantage of the extended bridge closure, the Bay Area Toll Authority and Caltrans reconfigured the toll plaza to add another commute-hour FasTrak®-only lane.